

**North Yorkshire County Council**  
**Selby and Ainsty Constituency Committee – 24 September 2021**  
**Update on Selby District Places and Movement Study**

**1.0 Purpose of the Report**

- 1.1 To provide an update on the outcome of the Selby District Places and Movement Study public consultation event, to set out potential next steps, and to seek comments from Members.

**2.0 Background**

- 2.1 The Selby District Places and Movement study was commissioned in summer 2020, jointly by NYCC and Selby District Council (SDC). The aim of the study is to consider how congestion could be reduced, how air quality could be improved and how the highway network might be adapted to support improved movement for all modes. In addition to this, the study also considers the place making agenda in the towns in question.
- 2.2 The study was commissioned covering the areas of Selby, Sherburn in Elmet and Tadcaster, and was funded by the York & North Yorkshire Local Enterprise Partnership (YNYLEP), the NYCC scheme development budget and Selby District Council.
- 2.3 A series of workshops, including elected members, officers and partner organisations have taken place at various stages throughout the process to allow dissemination of information and opportunity to input into options and make suggestions.
- 2.4 During the optioneering process, working in partnership with planning colleagues, it became apparent that work on the Tadcaster option would clash with Selby district local plan development options, therefore work on that particular element of the study was paused. Work on the Tadcaster elements of the study will resume once the local plan consultation has concluded. The funding that remained for the Tadcaster elements of the study has been diverted to additional modelling of the Selby options. Funding will be made available from the transport planning scheme development budget in the 2021/22 year, in order to complete the work required on Tadcaster.

**3.0 Progress**

- 3.1 Members will recall that a report was brought to the previous meeting of this committee, in June. This report set out the progress to date on the study so far and the work that had been undertaken to develop a number of options relating to both the places and movement elements of this study.
- 3.2 That report set out how options had been sifted from the initial long list and how stakeholder engagement has been undertaken to date, to inform the development of the project.

3.3 Members will recall that the options set out were as follows:

Option	Description of key feature	Advantages	Disadvantages
Do minimum	Minor enhancement to traffic signals and change of palette of materials	Some may view the lack of change as a positive	Little quantifiable benefit  No reallocation of road space to sustainable modes  Limited impact on public realm
Do something	Bus gate on Gowthorpe, one way on Scott Road.	Enables significant enhancements to Gowthorpe/The Crescent.  Benefits the Air Quality Management Area (AQMA) Provides capacity for cycling infrastructure Maintains access for buses, taxis and servicing	Scheme will require controls on outlying streets to prevent rat-running and provide appropriate alternative routing options.  Some surrounding streets will be less able to deliver the place aspirations.
Do maximum	One way loop/gyratory	Enables significant enhancements to Gowthorpe/The Crescent  Allows enhancements to cycle infrastructure  Significant AQMA benefits  Ability to effect significant improvement at gateways.	Potential detrimental on buses, taxis and servicing vehicles  Scheme will require controls on outlying streets to prevent rat-running and provide appropriate alternative routing options.  Roads forming part of the gyratory system would be less able to provide an enhanced sense of place.

3.4 The options for Sherburn in Elmet were less significant, due to the size of Sherburn, but focused predominantly on consolidating parking in Low Street, the main shopping area, in order to provide a more attractive pedestrian area. The study also proposed improvements to the Low Street/Finkle Hill junctions to reduce the visual impact of vehicles, reduce severance, improve pedestrian facilities and footways and make the core village centre more attractive to pedestrians and cyclists.

3.5 At the time of bringing the last report, a month long public consultation exercise had very recently concluded. However, at that stage, the project team had not been able to complete the analysis in sufficient detail to provide information on the outcomes of the consultation. That work has now been undertaken and the details of this are provided in the following sections of this report.

#### **4.0 Consultation distribution and publicity**

4.1 Due to the ongoing restrictions as a consequence of the Covid 19 pandemic, events were held virtually, with consultation materials being hosted on the NYCC website and the online survey also being available to complete on the same webpages. In addition to this, two 'events' were held via MS Teams, which allowed members of the public to watch a presentation by the project team, and then ask questions, which the project team answered in real time. Following those events, the recording of the MS Teams events, remained available on the NYCC website.

4.2 An email promoting the consultation was sent out to 74 stakeholders, in addition to a press release, which featured in local newspapers and on social media platforms.

4.3 Alongside the virtual consultation material, we also made paper copies of the information and questionnaire available in relevant local libraries, and via phone, email and in writing (on request). We also displayed posters in key areas within the district, to alert residents, visitors and commuters of the opportunity to participate in the consultation.

#### **5.0 Methodology**

5.1 The questionnaire comprised a number of sections. Each question aimed to understand the respondents' feelings about the various options being recommended both in terms of place and movement. Those responding to the questionnaire were asked to give their views on each of the options being proposed, but then also to choose a preference in terms of the set of options for each area. In addition to this, a series of questions on age, gender, connection to the area and existing transport and travel habits, alongside a question on postcode details helped to provide some demographic data.

5.2 For several of the questions those responding were given the opportunity to provide additional comments in a 'free-text' box. In order to illustrate the breadth of comments made by people in the free text sections, and to allow those comments to be considered, a selection of comments from each question was reported in the consultation chapter of the study.

#### **6.0 Results**

6.1 In total, 575 people completed the survey online. In addition to this, 15 individual emails were received with additional comments. A number of these were from stakeholder organisations.

6.2 The responses to all questions can be found in Appendix 1 of this report, although with email addresses redacted to ensure compliance with our responsibilities under GDPR.

6.3 In terms of geographic split, of the responses received, over 50% were from Sherburn in Elmet postcodes. The remainder were from Selby and wider area postcodes.

## 7.0 Detailed consultation chapter

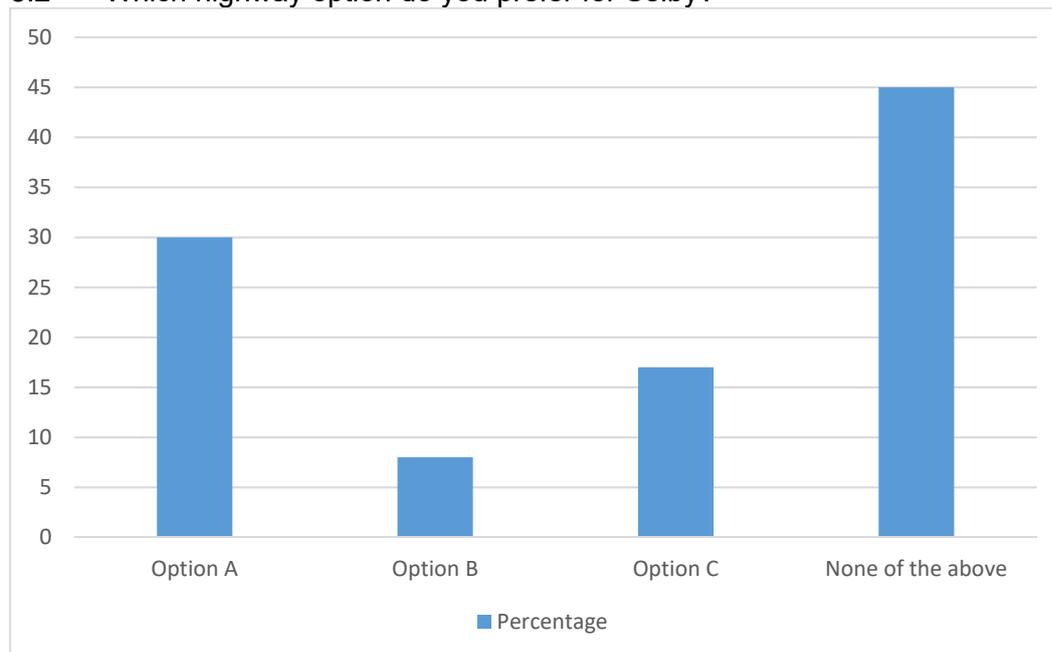
7.1 The consultation chapter of the study, which sets out the answers to the questions in turn, and analysis related to that, is appended to this report at Appendix 2. However, in relation to the highways elements, the responses were as set out in section 8.0 below.

## 8.0 Headline responses

Selby options:

8.1 In general, support for highway options was less than the support for the place/public realm options.

8.2 Which highway option do you prefer for Selby?



8.3 When asked about preferences for changes to movement in Selby town centre, the highest ranking response was 'none of the above'. However, as noted in section 6 above, further analysis of both the postcodes selecting the 'none of the above' option, and also the free-text comments relating to this section suggest that a high proportion of those choosing that option were those living or working in Sherburn in Elmet and therefore having little or no interest in the Selby proposals.

8.4 From those responding with a Sherburn in Elmet postcode, only just over 10% selected an option from A, B or C, with the remainder choosing to not respond at all, or choose 'none of the above'. However, it should be noted that also a proportion (25%) of the responses from Selby only postcodes also selected 'none of the above', or did not select an answer to this question (17%).

8.5 Of those responding from a Selby postcode, the responses were Option A – 32%, none of the above – 25%, option C – 18%, Option B – 8% and 17% chose to not answer the question.

8.6 In the following question, 'why do you feel this way?' in which multiple reasons could be selected, the highest-ranking response was a preference for the existing layouts, and a comment on convenience and directness was made by 25% of respondents. However, responses that also polled at higher than 25% included: will be safer, will improve the environment and air quality, and will offer a better use of public space and will offer better use of public space.

8.7 With regards to the place options proposed, the headline results were as follows:

Selby Proposal	V positive / positive	Neutral	Negative / V negative	Don't know
Market Place/The Crescent	43%	22%	19%	16%
Micklegate	41%	16%	28%	16%
Back Micklegate	48%	23%	14%	16%
New Street	38%	24%	22%	17%
Riverside	40%	21%	23%	16%
Flaxley Rd/New Millgate	39%	20%	24%	18%
Scott Rd junction	37%	25%	21%	17%

8.8 With regards to the Selby place options, the proposals for Market Street/The Crescent had the highest level of support (46%), as the preferred area for improvement with many people commenting that making the area more pedestrian friendly would be appealing.

## 9.0 Sherburn-in-Elmet proposals

9.1 Options for Sherburn, whilst less extensive, still attracted high levels of interest, accounting for over half of the overall responses.

Selby Proposal	V positive / positive	Neutral	Negative / V negative	Don't know
Finkle Hill	37%	10%	48%	5%
Kirkgate Junction	47%	15%	21%	6%
Low Street North	36%	13%	47%	5%
Low Street South	41%	21%	34%	6%

9.2 With regards to the Sherburn in Elmet place options, the proposals for Kirkgate/Finkle Hill junction had the highest level of support, with many people commenting wider pavements and safer crossing points would be appealing for pedestrians and commented on their current experience using the crossing as negative.

9.3 However, many people were concerned about the impact of the proposals on parking in the village, and several comments related to disabled parking provision. Several responses noted the growth of Sherburn2 industrial estate and the increase in large vehicles and HGVs navigating the village centre. There were also comments relating to the number of houses that had been built in recent times within the study area, suggesting that the increased housing numbers should be supported by improved infrastructure.

## 10.0 General comments received

- 10.1 Comments related to each question asked are included in both the raw data report and the consultation chapter and give a flavour of the opinions of those responding relative to each question. However, in addition to those, there were many other comments and suggestions received through the free text sections of the survey which were not specific to a particular option, or which were relevant to the study as a whole. The following sections sets these out below.
- 10.2 Approach to consultation.
- 10.2.1 Several people commented that they were unhappy at 'not being consulted' on the proposals. This seemed to be due to a misapprehension that the options being consulted upon were actually already selected for approval to deliver.
- 10.2.2 The online survey, and the paper version, were both set up so that those responding could choose which questions to respond to, and to leave blank those that were irrelevant. However, our analysis showed that many of those selecting 'don't know, or 'neutral' responses to the stated preference questions were so doing as a consequence of not having an interest in, or sufficient local knowledge of the area in question. This was particularly relevant for those from Selby wishing to only answer about that location, and similarly for Sherburn in Elmet.
- 10.3 General comments.
- 10.3.1 A number of comments suggested the need to draw out the cycling proposals more effectively, and that it was not clear from the consultation materials what the proposed options for cycling infrastructure were, or what benefits they would bring to cyclists.
- 10.3.2 Many people commented that increasing trees and greenery in both towns would be beneficial, both in terms of improving the visual appeal of the area, and also the environmental benefits. However, several people also commented that trees should not take the place of parking, and that in the case of some existing trees in the town centre, noted that where trees are not 'maintained' tree roots may cause physical obstructions, and large tree canopies, or overhanging branches can obstruct drivers' sight lines.
- 10.3.3 Public transport did not feature heavily in comments received, but several responses suggested that public transport in the area did not meet local people's needs and in most cases did not offer a viable alternative to private vehicles.
- 10.3.4 Several people commented on the impact of the proposals on air quality, both in a negative and positive context. Many people could see the benefits of reducing areas of standing traffic, and the potential improvements in air quality that reduce vehicles would deliver. However, many people also commented that the introduction of one-way loop would increase their vehicle miles and therefore add to congestion and poor air quality.
- 10.3.5 Many people commented on the number of houses that had been built in recent times within the study area. In particular, many suggested that the increased housing numbers had not been supported by improved infrastructure, and that in the case of Sherburn in Elmet, any change or reduction to the existing parking stock would be even more detrimental due to the increased number of dwellings, and consequently vehicles, in the area. Also, several Sherburn responses noted the growing size of the Sherburn2 industrial estate and the increase in large vehicles and HGVs navigating the village centre.

## **11.0 Consultation Conclusion**

- 11.1 In general, there were broad and varying levels of support for the options proposed, with support for the 'do nothing' option receiving the greatest support in the Selby highway proposals. As set out above, this can, to some degree, be linked to the significant numbers of people completing the survey who did not wish to answer questions related to Selby town centre. However, even taking into account those responses, the responses from Selby postcodes on the Selby movement (highway) options showed a preference for Option A the do minimum option (32%), followed by 'none of the above' (25%), then option C, the do maximum option (18%).
- 11.2 Comments analysed suggest that in the main, the benefits of the various packages did not, for most respondents, outweigh the disbenefits of the reallocation of road space. Analysis also showed that many responding did not feel that the improvements in infrastructure for active modes was sufficiently clear and therefore were not well understood.
- 11.3 With regards to the Selby place options, the proposals for Market Street/the Crescent were the most popular option, with many people commenting that making the area more pedestrian friendly would be appealing. Yet there were also a significant number of comments from people who did not support reduction in road space for vehicles, pedestrianisation, nor one-way options. Many people cited concerns about journey times as a reason for not supporting one-way proposals, and it is clear through the comments that in many cases, these concerns outweighed support for the suggested place options. However, there was also support for the options with people positive about the proposals, but who considered they could not offer further support without understanding the impact on journey times, possible vehicle reassignment and also the benefits for active modes.
- 11.4 Options for Sherburn in Elmet, whilst less extensive, still garnered high levels of interest and comment within the survey, accounting for over half of the overall responses. A large number of people were concerned about the impact of the proposals on parking in the village, and how changes might affect the use of the village shopping areas. In addition, the use of the cross roads at Finkle Hill/Kirkgate and Low Street also generated a number of points, ranging from support for improved pedestrian facilities, through to concerns relating to the manoeuvrability of large vehicles, and the impact of development in a village setting.

## **12.0 Recommended Next Steps**

- 12.1 It is clear from the analysis undertaken, that at this stage no consensus has been reached on the options for either Selby or Sherburn in Elmet that could support the place and regeneration aspirations of both authorities. In addition to this, the number of responses received to the consultation was relatively low and could be considered unrepresentative.
- 12.2 Therefore as part of further analysis, contextual information on the existing position, should a 'do nothing' option be chosen should be set out. Further to this, the impact of the options A and C on traffic volumes and travel behaviour, in comparison to the 'do nothing' is necessary.
- 12.3 To this end, it is recommended by officers of both authorities, that additional development of options A and C for Selby is undertaken. This will include further transport modelling and analysis, and will look at a variety of options intended to mitigate the impact of the 'do maximum' proposal. It will also look to set out more clearly the impact for active modes, and for large vehicles such as HGVs.

- 12.4 For Sherburn in Elmet it is recommended that the junction of Finkle Hill and Low Street is considered further.
- 12.5 In the case of both Selby and Sherburn in Elmet, an assessment of parking is proposed. This will consider how the current parking stock functions, and how that might be developed to support the place aspirations of the study, without significantly reducing numbers of parking spaces available, with a particular emphasis on maintaining accessibility for blue badge holders and those with mobility impairments.
- 12.6 Finally, the impact of the options on air quality, particularly within the Selby New Street AQMA will be further studied.
- 12.7 The project plan for the study is currently being developed, but officers anticipate that the project will be completed by the end of financial year 2021/22.
- 12.8 The project fees will be funded through NYCC and Selby District Council's funds. It was agreed by the BES Director and Executive Members in May that up to £50,000 of the NYCC Major Scheme Development Budget could be used to develop the Selby Places and Movement study further in partnership with SDC.

### **13.0 Equalities**

- 13.1 Consideration has been given to the potential for any equality impacts arising from the recommendations. It is the view of officers that at this stage the recommendations do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equality Impact Assessment screening form is attached as Appendix 3.

### **14.0 Climate Change**

- 14.1 There are no climate change issues arising from this report. A copy of the Climate Change Impact Assessment screening form is attached as Appendix 4.

### **15.0 Recommendation**

- 15.1 That Members note the contents of this report and provide comments.

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September 2021

In order to understand the appetite for change from wider stakeholders and the general public, an engagement exercise was undertaken by the project team in April 2021. The aim of the consultation was to gain an understanding of the levels of support for the various options put forward for Selby and Sherburn through the optioneering process.

### **Distribution and publicity**

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An email promoting the consultation was sent out to 74 stakeholders, in addition to a press release, which featured in local newspapers and on social media platforms.

In addition to the virtual consultation material, we also made paper copies of the information and questionnaire available in relevant local libraries, and via phone, email and in writing (on request). We also displayed posters in key areas within the district, to alert residents, visitors and commuters of the opportunity to participate in the consultation.

### **Methodology**

The questionnaire comprised a number of sections, each intended to understand the respondents' feelings about the various options being recommended both in terms of place and movement. Those responding to the questionnaire were asked to give their views on each of the options being proposed, but then also to choose a preference in terms of the set of options for each area. In addition to this, a series of questions on age, sex, connection to the area and existing transport and travel habits, alongside a question on postcode details helped to provide some demographic data. For several of the questions those responding were given the opportunity to provide additional comments in a 'free-text' box. Where these comments have been highlighted below, they are reported verbatim.

### **Results**

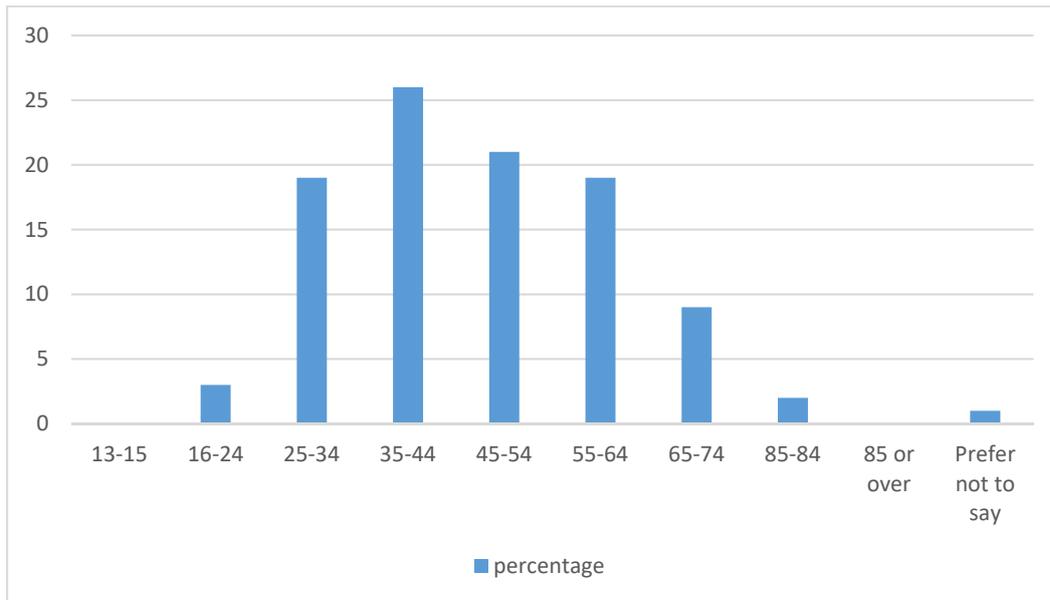
In total, 575 people completed the survey online. In addition to this, 15 individual emails were received with additional comments. A number of these were from stakeholder organisations.

The responses to all questions can be found in Appendix 1 of this report, although with email addresses redacted to ensure compliance with our responsibilities under GDPR.

In terms of geographic split, of the responses received, over 50% were from Sherburn in Elmet postcodes. The remainder were from Selby and wider area postcodes.

#### Headline responses – demographic questions

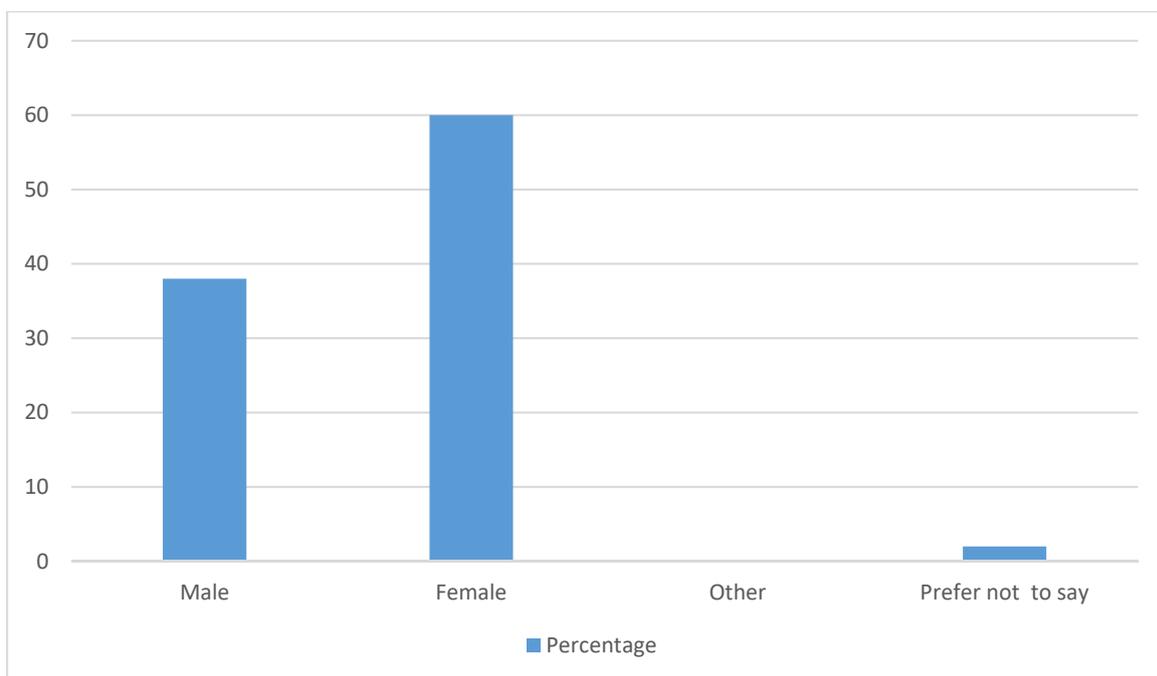
What is your age group?



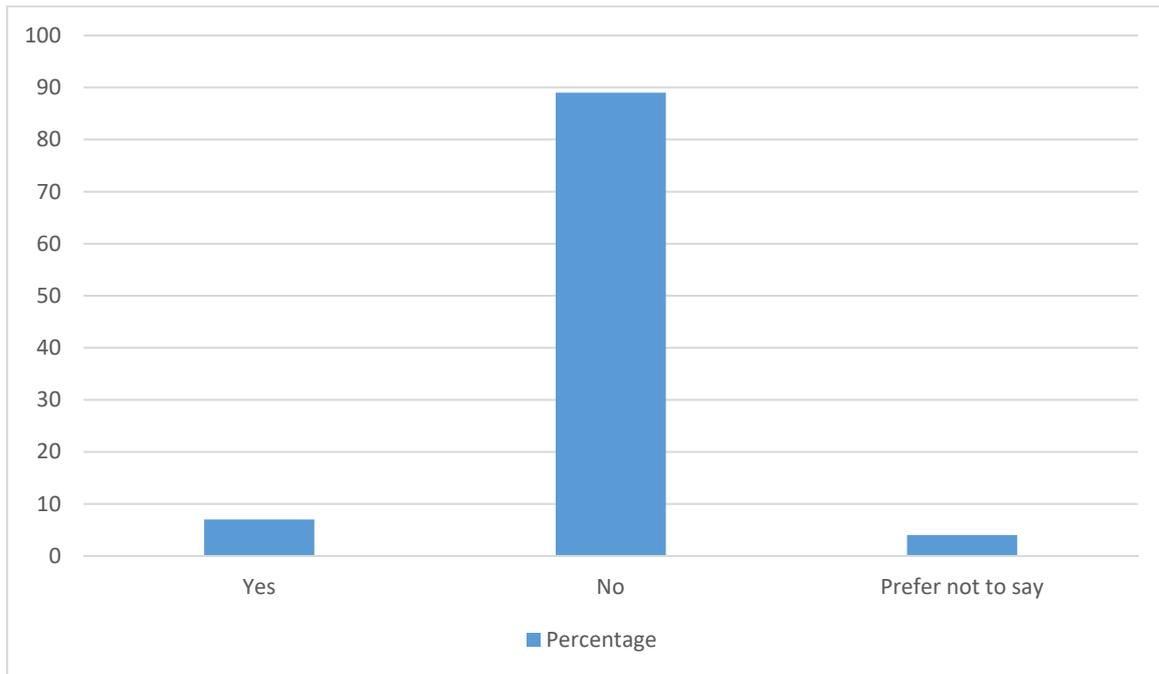
The largest number of responses were received from those who could be considered to be within the traditional working age population. Those over 65 and under 25 accounted for the fewest number of responders. This may be as a result of the consultation being made primarily available online, with events also being held virtually.

Of those responding, 60% identified as female, 38% male and 2% preferred not to say.

What gender do you identify as?



Are your day-to-day activities limited because of a health problem or disability?

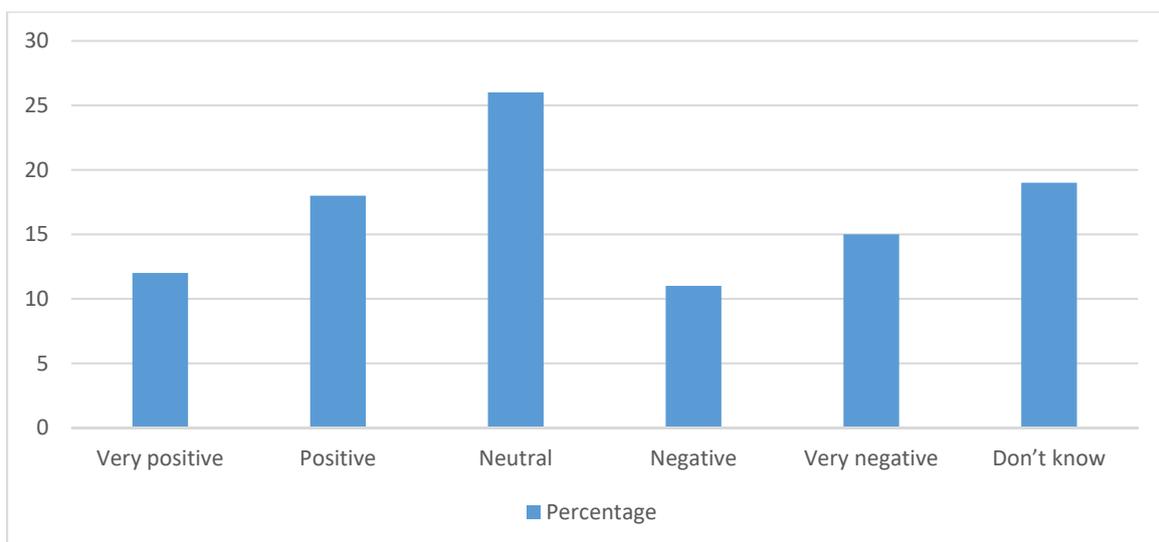


89% of responses to this question indicated no limitation on day-to-day activities due to a health problem or disability. This therefore suggests that around one in 10 people are in some way unable to fully participate in day-to-day activities.

Following the demographic data questions, the survey moved on to ask opinions on the various options suggested in the consultation materials.

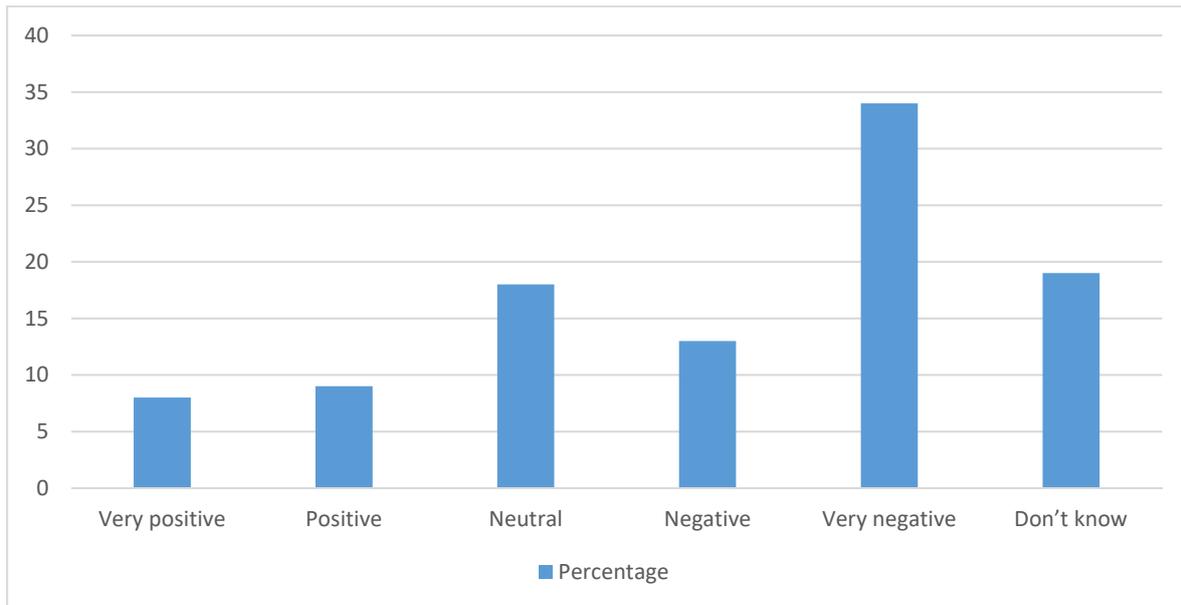
Response to the Selby highways options:

How do you feel about Selby highways option A?



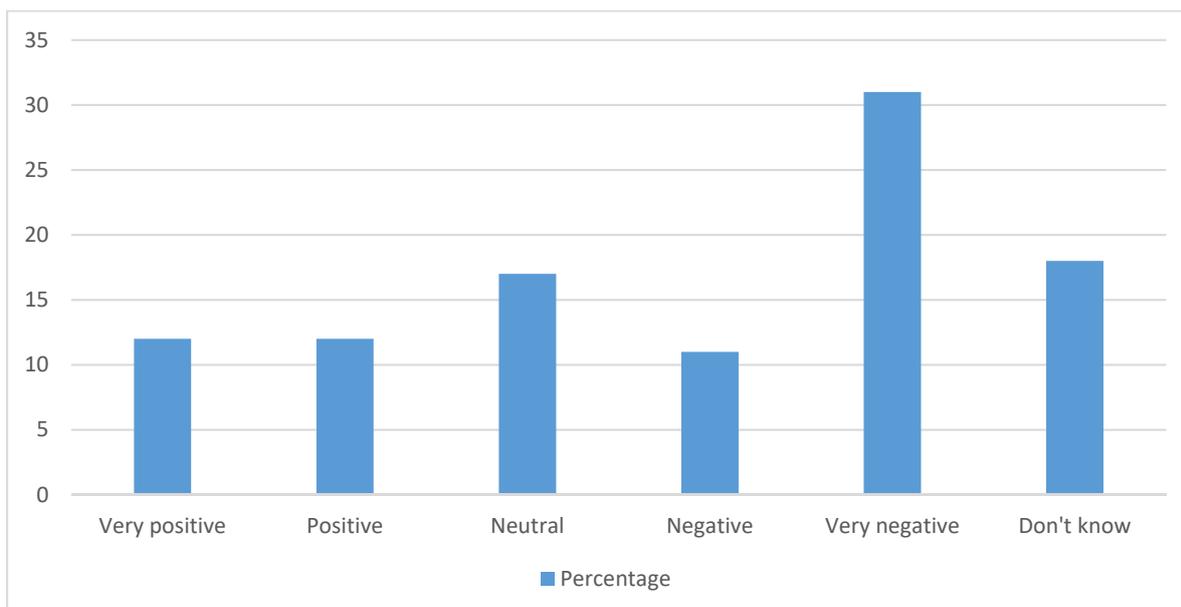
NB: There was no option to provide further comments on this question.

How do you feel about Selby highways option B?



NB: There was no option to provide further comments on this question.

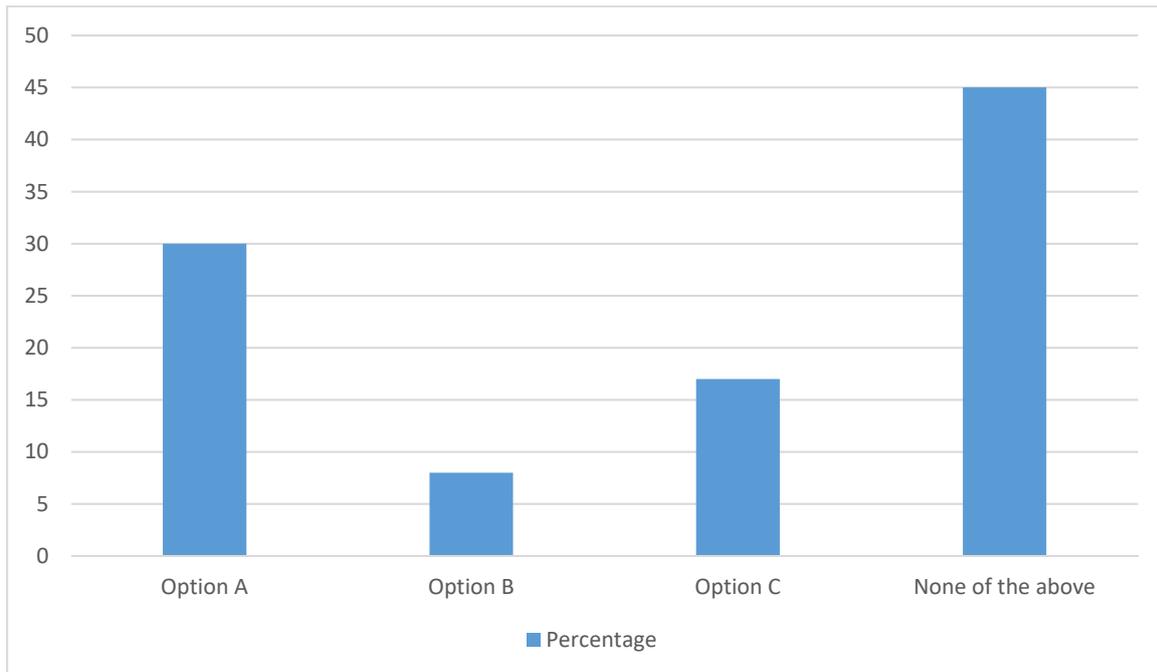
How do you feel about Selby highways option C?



NB: There was no option to provide further comments on this question.

In all cases, a significant number of people who responded to these questions stated that they didn't know, or had neutral feelings about the options being proposed. Further analysis of the responses received suggested that this was because over 50% of those who responded to these questions were from Sherburn in Elmet, and therefore had limited desire or interest in responding to questions about Selby. Whilst the questionnaire was designed to skip 'irrelevant' questions, many comments were made complaining about this aspect of the survey design, which suggest that this had not been adequately explained in the introductory text to the survey.

Which option do you prefer for changes to movement in Selby town centre?



As noted above, further analysis of both the postcodes selecting the 'none of the above' option, and also the free-text comments relating to this section suggest that a high proportion of those choosing that option were those living or working in Sherburn in Elmet and therefore having little or no interest in the Selby proposals. From those responding with a Sherburn in Elmet postcode, only just over 10% selected an option from A, B or C, with the remainder choosing to not respond at all, or choose 'none of the above'. However, it should be noted that also a significant proportion (25%) of the responses from Selby only postcodes also selected 'none of the above', or did not select an answer to this question (17%).

In the following question, 'why do you feel this way?' in which multiple reasons could be selected, the highest-ranking response was a preference for the existing layouts, and a comment on convenience and directness was made by 25% of respondents. However, responses that also polled at higher than 25% included: will be safer, will improve the environment and air quality, and will offer a better use of public space and will offer better use of public space.

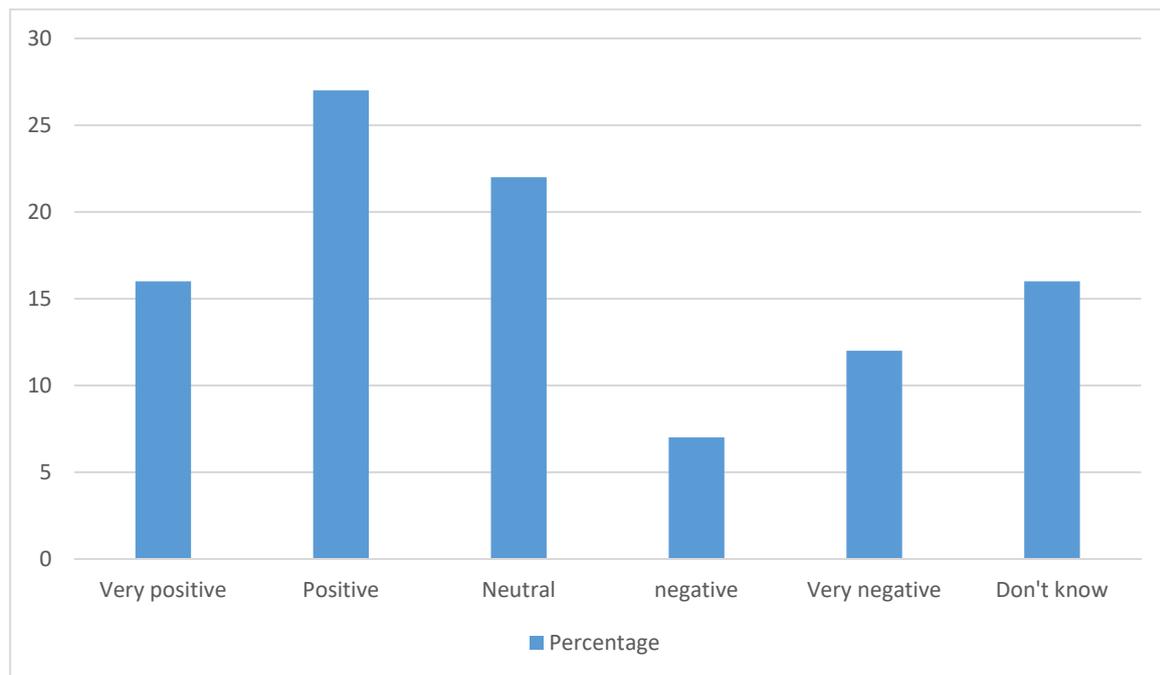
### Place options

#### Selby

This section set out to establish what respondents views were on the various place options that had been proposed, looking at each area in turn, asking for a degree of support and then asking for additional comments on justifications and additional comments related to that.

The responses to those questions were as follows:

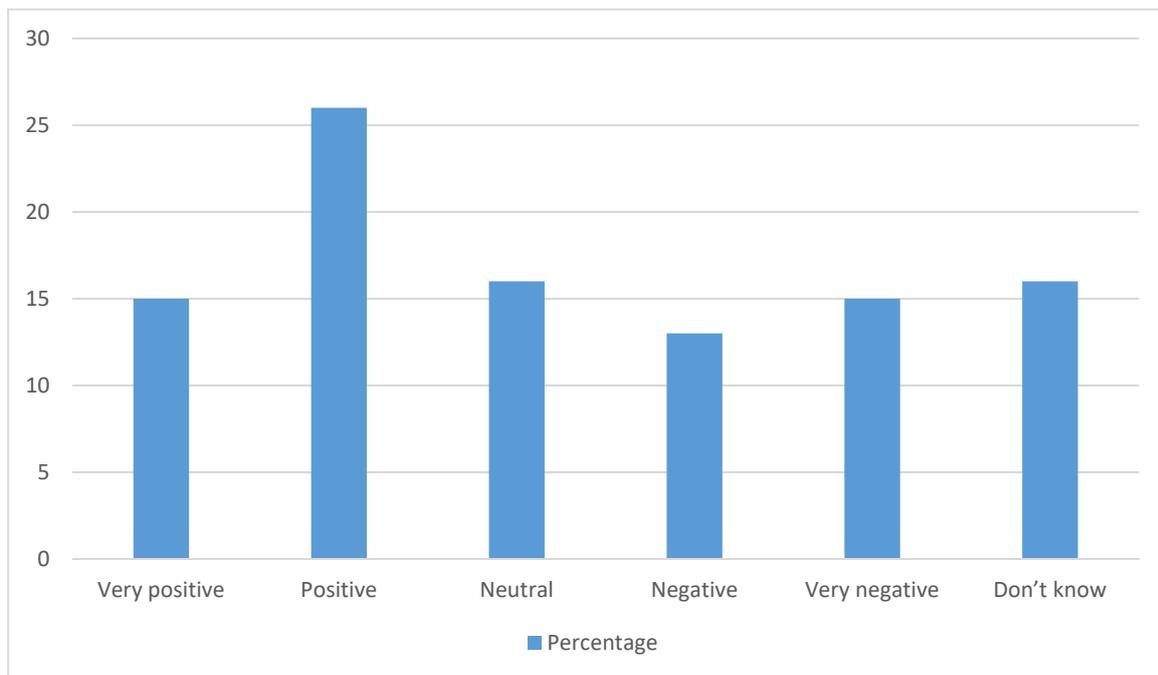
How do you feel about the proposed changes to Market Place /The Crescent?



Comments in response to this question were mixed, with a large number of people stating that they felt that reducing the dominance of vehicles, 'greening' the area and giving back space to non-motorised users would be beneficial: *"I like the feel of the area for pedestrians, a bit continental. So much scope."* *"Love the proposals to make Selby people-first. Gowthorpe currently traffic dominated, could be a real destination especially with heritage tourism."* *"I would go a step further and pedestrianise Gowthorpe."*

However, there were a significant number of people who were not supportive of the proposals, citing their dislike of the one-way loop and stating that it would deter people from shopping in, or visiting Selby. *"One way access will shut Selby down, I will travel to other towns for shopping than face the inconvenience of using Selby if you bring in one-way."* *"Supportive of town centre improvements but not at expense of lengthening car journeys by implementing one way systems which will increase pollution."* *"I feel option B and C would very negative due to the proposed one-way systems. Changes to Market Place/The Crescent for option A/B seems positive"*

How do you feel about the proposed changes to Micklegate?



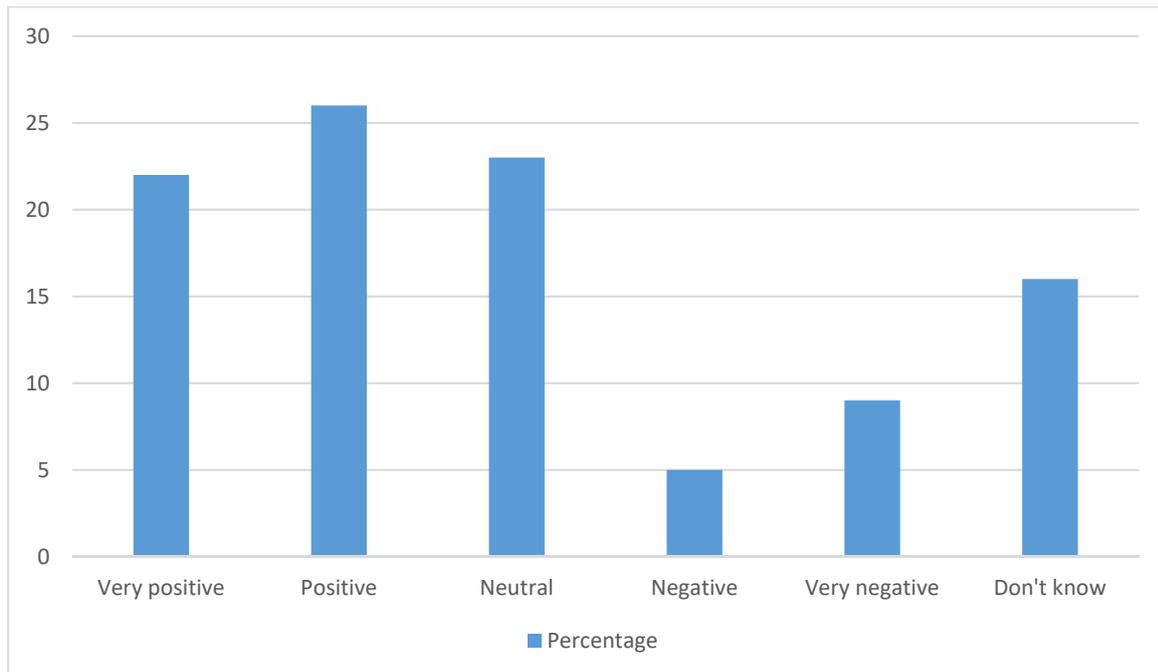
41% of responses to this option were positive, with 32% neutral or don't know and 28% negative.

Free text comments on this question were frequently related to parking.

*“Remove car parking spaces, which idiotic planet you on. Supposed to encourage people to come to town, but as you've killed of town anyway what point.” “I use this car park for work & know a lot of others do. If you remove the parking where will workers and visitors park? It does need a tidy up.” “Again, I like the way that pedestrians are at the fore of the plans; reclaiming the space that is rightly theirs.”*

Many of the comments recognised the aspiration of the proposals for this area, and in many cases these were welcomed (41% felt positive or very positive) but with caveats around the need to maintain parking provision at appropriate locations, and to ensure equity in access (i.e., for blue badge holders.)

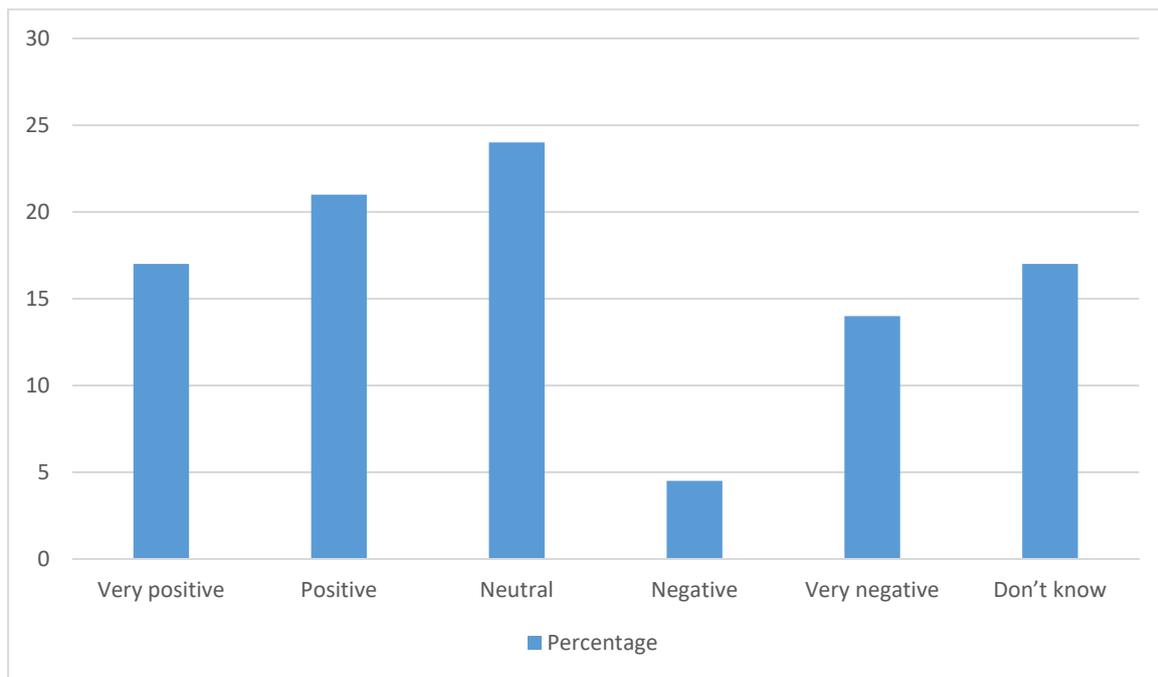
## How do you feel about the proposed changes to Back Micklegate?



The responses to the proposals on Back Micklegate were predominantly positive, but again, many comments focussed on parking and the 'removal' of parking. Many comments suggest support to make the area 'more appealing'. Improvements to pedestrian routes into town were mentioned by many respondents as being welcome. Several comments mentioned the need to reduce pavement parking, as it inhibits access for people in wheelchairs, or with mobility aids, and those with pushchairs. Many comments also suggested that the area needed to be improved, to be less of an afterthought or 'back entrance' to the central core of the town.

*"Looks good, but do hope that with the reduced parking availability throughout Selby this won't be an excuse to increase parking costs!!" "Back Micklegate feels like the back of beyond, the car park that time forgot. Needs to be better integrated into the town, esp if losing other parking." "The proposals will enhance this area of the town enormously, removing the dominance of motor vehicles and providing a welcoming public realm."*

How do you feel about proposed changes to New Street?



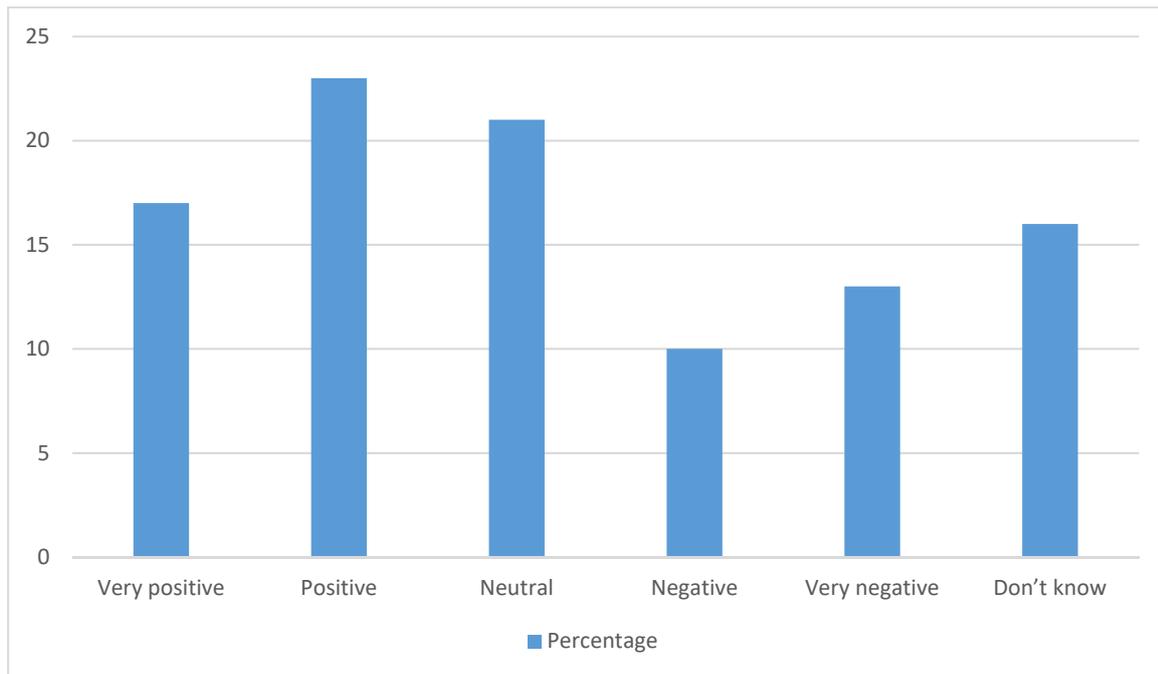
In general, in relation to these questions, responses were more positive than negative, but also a high number of responses (41%) were either neutral or didn't know.

There were many comments made about the narrowness of New Street in its current form, and some support for New Street becoming one way, in order to allow wider footways and improved streetscape.

*“New Street is a thoroughly depressing entrance to the town, run-down shops, narrow pavements, dominated by traffic. Definitely needs sprucing up!” “Currently most polluted in district, hard to fit with pram, Option C especially makes it people friendly and pleasant. Reduce traffic with Park & Ride.” “this street is too narrow with 2 way traffic and it is difficult to stop and look at the shops. They are some of the most characterful in the town.”*

However, there was also criticism from some respondents about New Street being made one way to the detriment of vehicles passing through the area. *“There is plenty of room for pedestrians now. There needs to be more room for the cars to travel through and not become gridlocked.” “Unnecessary changes to traffic routes. Improvements welcome, but not at the loss of the current route systems for cars and pedestrians.”*

## How do you feel about proposed changes to Riverside?



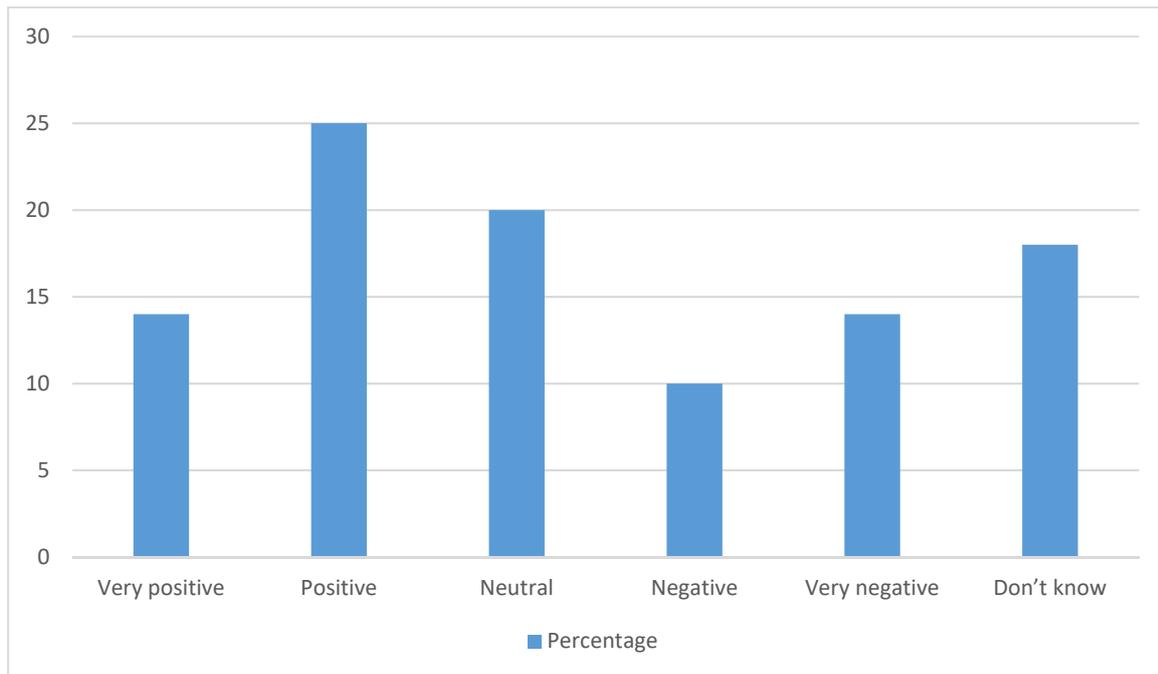
Again, in this case, the highest proportion (40%) of responses were positive, but in addition, many were neutral (37%) and approximately a quarter (23%) negative.

Positive comments supported the suggestions for making this area more prominent and providing infrastructure to make it a destination in itself. *"I think making something of the waterside is a good idea and can be a nice recreational area."* *"With access to Back Micklegate through Sainsbury's service road this area would thrive with less traffic, especially Option B. Riverside a hidden gem."* *"Opening the space out would make it more appealing. Currently it lacks space and feels congested due to the roads. Very narrow pavements Water Lane."*

Others could not see the value in improving this area, suggesting that it was not well used currently, and did not support changes that might impinge on road space for vehicles. *"No changes to roads and traffic directions. It can take 30 mins to get down scott road now at times when busy it will not work."* *"Nobody ever goes there."* *"It doesn't need to be one way. Making the most of the river views is a good idea. Courtesy crossing are not needed."*

Several people also raised concerns about flooding in their responses – suggesting that the area would be affected should the river flood.

How do you feel about proposed changes to Flaxley Road/new Millgate?



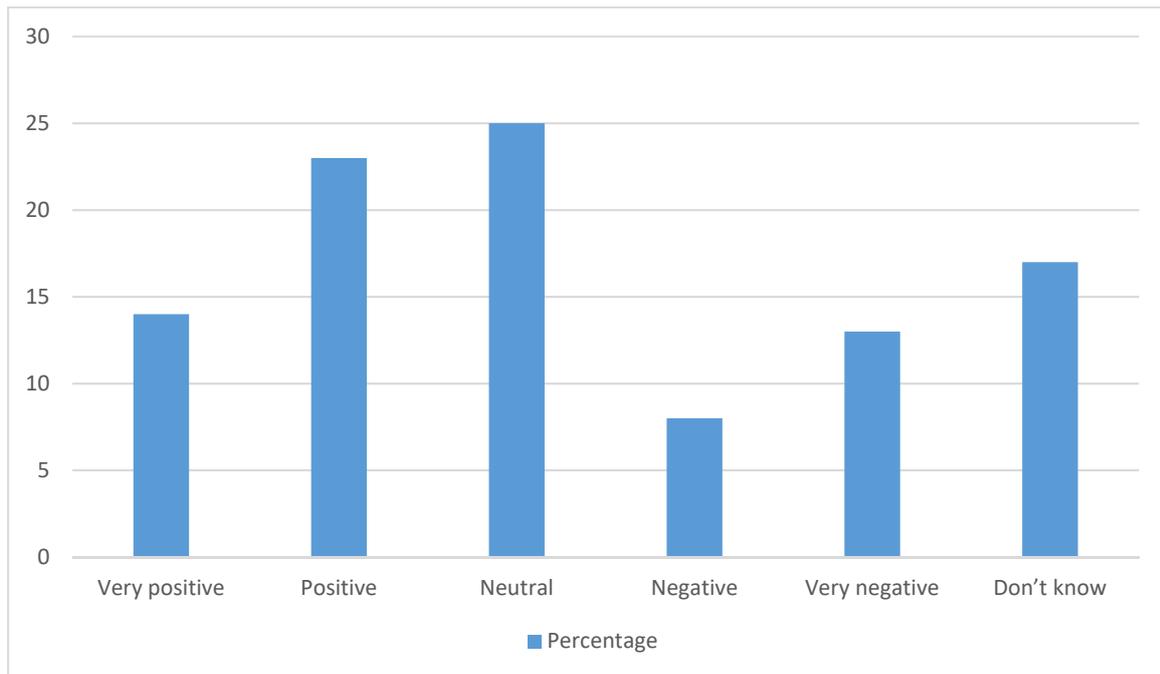
Again, responses on this proposal were relatively equally split, with 39% feeling positive, 38% neutral, and 24% negative about the proposed changes in this area.

Many people commenting in this section suggested that they supported additional infrastructure provision for cyclists. *“This area is problematic for pedestrians, cyclist and vehicles. Needs safety attention and improvements environmentally and aesthetically.”* *“Looks like a different street, definitely needed . More trees, cycle lane and open space looks great”* *“Would welcome cycling paths. Hopefully you will also include in planning places to store bikes in town so I can ride into town instead of drive.”*

However, several people commented that cycle provision should not be at the costs of road space for vehicles. *“Improvements to cycle routes and paths - great, but not if it means the one way system.”* *“Try putting motorist needs ahead of the idiots on bikes.”* *“Lunacy!! Increased traffic through residential areas, especially HGV traffic with consequent reduced air quality for some of the most disadvantaged people in Selby.”*

In addition, many comments here mentioned the impact on the new dwellings that had recently been built at Coupland Road, and which would as consequence of any one-way system potentially need to make a longer journey to access their destinations. This comment was replicated in several emails, which were received from residents of the Holmes estate, who had concerns about the proposal for a one-way system. *“Would have massive determine tam impact tk properties on Holmes Meadow/ Coupland road who access Cawood/ Ricall/ Thorpe Willoughy and beyond.”* *Having just built a massive estate of houses off Coupland Road, a one way system meaning that cars can only turn left onto Milgate is ridiculous”.* *“options B and C would be incredibly disruptive for residents of Holmes Meadows estates- 300+ houses could only leave Selby by going via town centre.”*

How do you feel about proposed Changes to Western Gateway (Scott Road junction)?

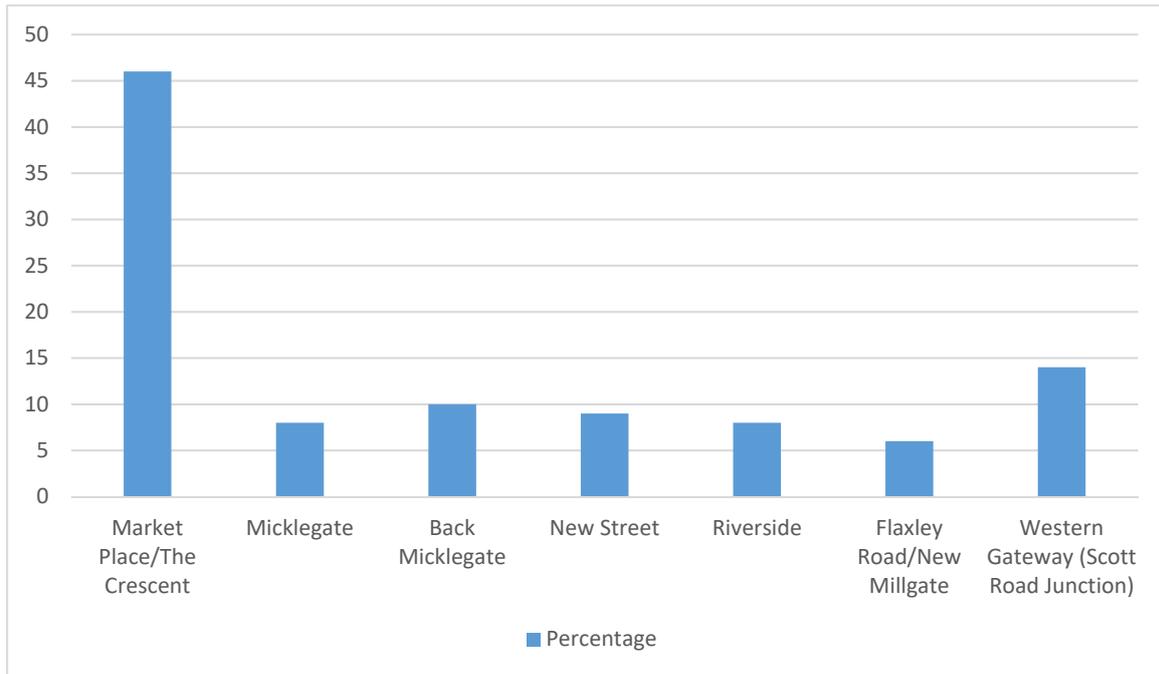


The largest proportion (42%) of answers here selected the neutral option, with 37% positive, and 21% negative.

Comments on this question were varied, with no clear themes emerging in the responses. Some comments expressed scepticism about the likelihood of any of the proposals being able to improve this junction. *“Option C is best option although I have reservations regarding closing York Street entirely as it would appear to cut off that area of town for access.”* *“Enhancing public spaces - great. One way system – ridiculous.”* *“It doesn’t work now and none of your proposals will Make it better”.*

However many comments were supportive, and in particular noted the potential for the area around the Town Hall to be improved, and to enhance the features of the western gateway. *“There is a need to make something of the town hall.”* *“The proposals will enhance this area of the town enormously, removing the dominance of motor vehicles and providing a welcoming public realm.”* *“Never heard it called western gateway?? Improving the front of town hall is a big plus, and again more green and continuation of paving”.* *“sounds great bringing the town hall To more prominence Don’t quite understand the need to close York street to vehicles, maybe make it one way?”*

Select your preferred area for improvement in Selby Town Centre?



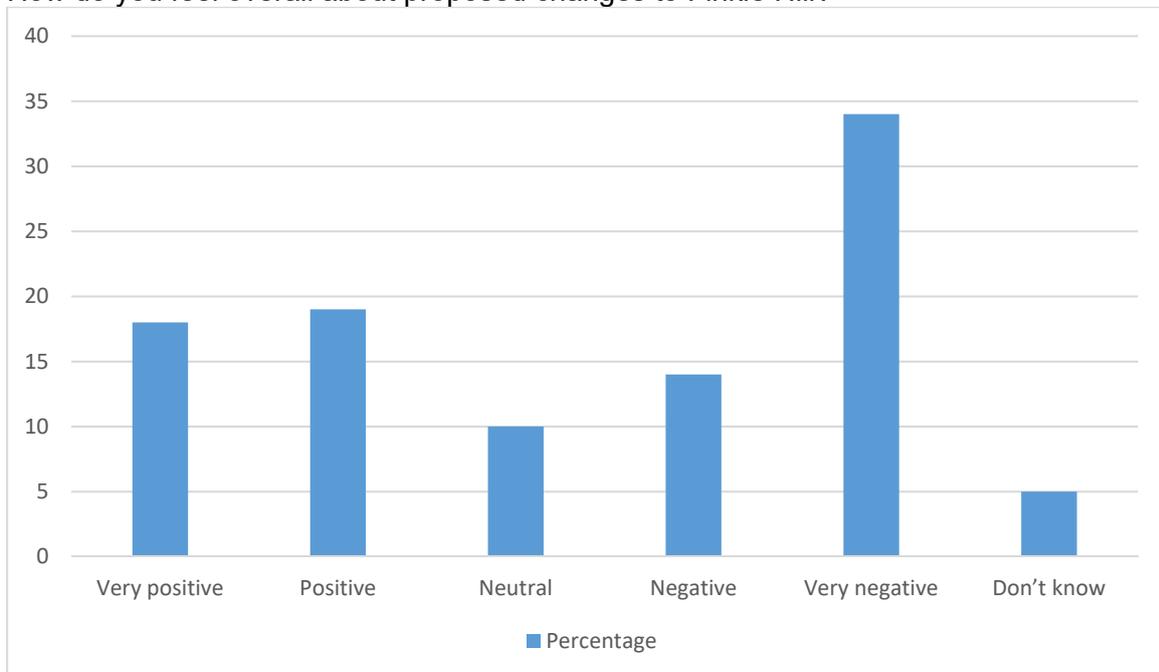
NB: There was no option to provide further comments on this question.

Sherburn

Sherburn in Elmet highways options

Sherburn in Elmet place options.

How do you feel overall about proposed changes to Finkle Hill?



The highest proportion of responses to this proposal were negative or very negative, at 48%, with then 37% feeling positively about the option.

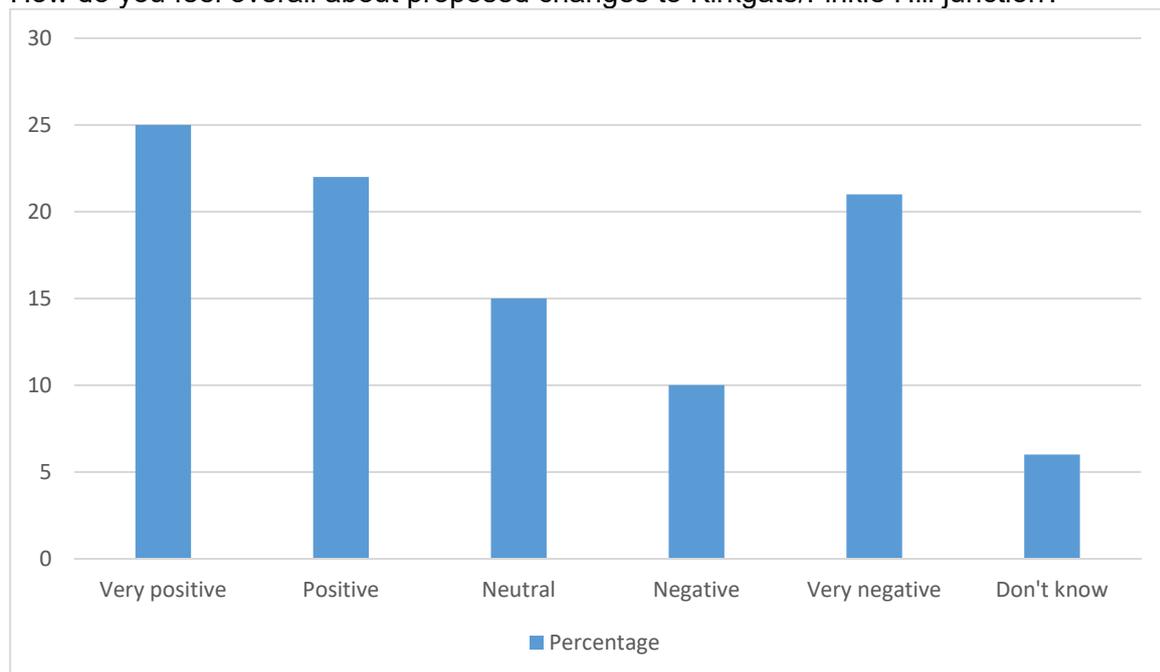
## APPENDIX 2

Comments about this option included many positive comments supporting the improvements to the public areas round Finkle Hill and also supporting widening of footways and introducing more areas of planting and trees. *“The look and feel of the place needs to be more up market. More spaces for young people to socialise in an open and well lit space will be beneficial.”* *“Positive to create public realm. It should use higher quality materials and be inclusive including consideration of access for wheelchairs and prams.”* *“Cars parked in front of shops is unsightly and dangerous for pedestrians.”*

However, significant numbers of comments also expressed concern at the proposals around removal and consolidation of parking on Finkle Hill and the impact in particular on being able to make easy collections from the local chemist or shops. *“More pedestrian areas great but not at the expense of no parking at the pharmacy, people need this option.”* *“We don't have enough parking without taking it away. Where do you expect people to park who are disabled n less mobility. Leave it as it is.”* *“It's a dreadful idea, how are we to use places locally if we can't park? Why do we need footpaths widening? That will make the roads more narrow.”*

There were also repeated instances of concerns about anti-social behaviour as a consequence of improvements to public realm. *“Removal of parking outside the pharmacy is outrageous for those that cannot walk - also it will just provide another area for teens to vandalise”.* *“Whilst I love the idea of more trees I feel that the benches will be used by bored teenagers. New housing estates do not leave enough space for cars.”* *“Finkle Hill has become a focal point for ASB in the area by adding seating provides a more comfortable environment for the ASB to continue”*

How do you feel overall about proposed changes to Kirkgate/Finkle Hill junction?



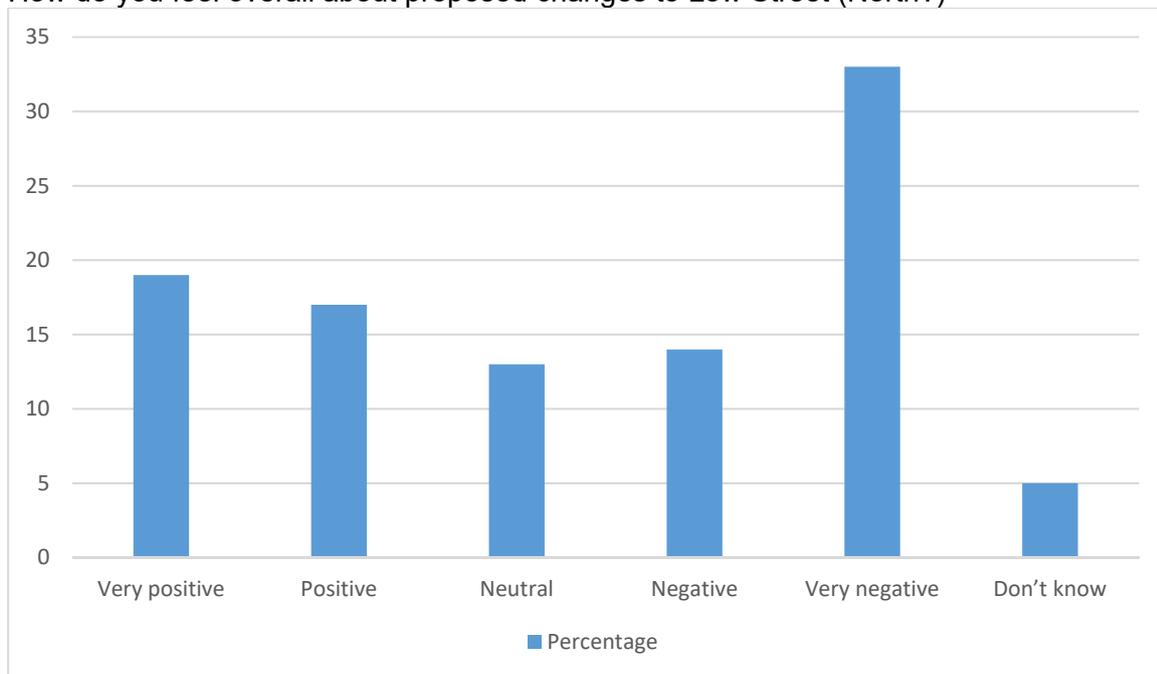
This option was viewed most favourably of all the options suggested for Sherburn in Elmet and 47% of those responding felt positive or very positive about the proposals. Those feeling negative totalled 31%, and the neutral and don't know responses were 21%.

Many comments focussed on the safety aspects of the junction and on supporting proposals that made crossing the road easier for pedestrians, noting that substandard footway widths and poor visibility at the corners of the junction made the environment for pedestrians unappealing and potentially unsafe. There were also comments made about driver behaviour relating to red light running and speeds through the existing junction. *“Crossing needs to be improved, needs better visibility, wider pavements and longer crossing times. Currently very short crossing time.”* *“I work at the dentist here and this*

would improve safer access for patients.” *“Absolutely necessary. The crossings are very dangerous and cars often travel at speed. My daughter has nearly been knocked down!!”*

However, many comments also expressed concern at the proposals relating both to the perceived impact on congestion and also to the impact on turning manoeuvres for large and slow moving vehicles. *“A narrower road will increase build up of traffic, waiting times to get through, more red light running from impatient drivers and danger to walkers”* *“Narrowing roads in order to widen footpaths makes little to no sense.”* *“long vehicles having difficulties turning left into Kirkgate will hold up traffic and cause more congestion than at present”.*

How do you feel overall about proposed changes to Low Street (North?)



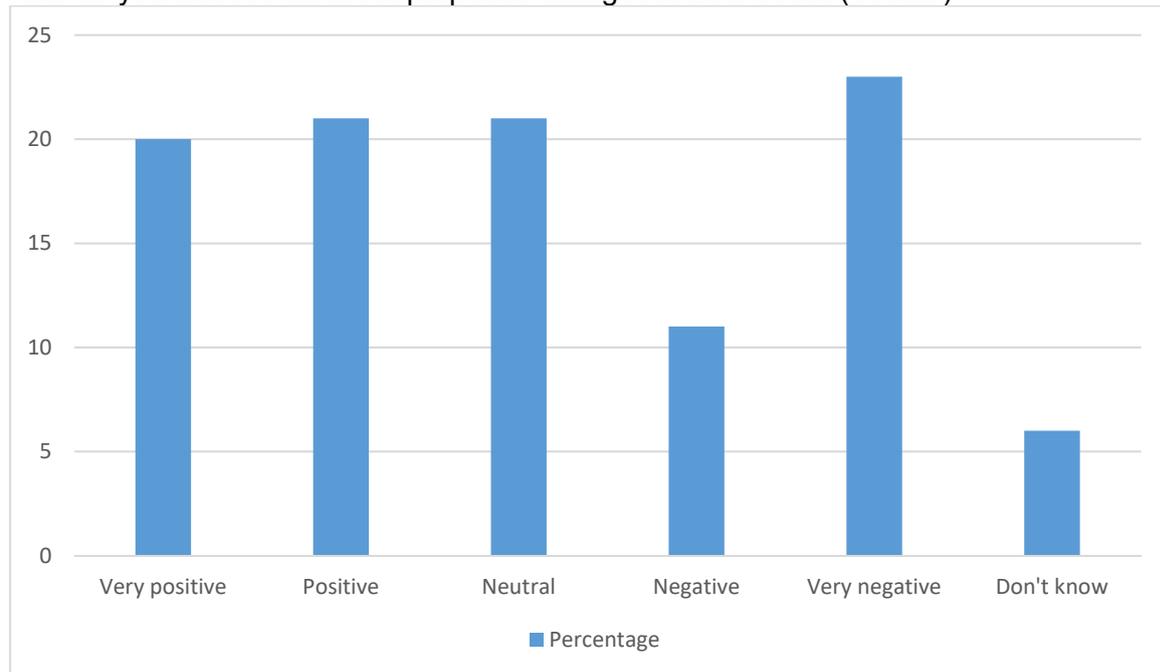
More people (47%) felt negative about this proposal than felt positive (36%) about it, whilst 18% didn't know, or felt neutral about it.

The comments on this proposal were heavily dominated by concerns relating to parking. Primarily these related to people not wanting parking to be removed from the shopping area and suggesting that removal of parking would deter them from using the shops on Low Street. *“I use the parking here all the time to shop local. Removing the parking will deter this.”* *“Removal off street parking severely limits use of local shops/ businesses to those in neighbouring villages.”* *“Again, losing parking spaces when there is already limited numbers. Will have an effect on local businesses over time.”*

In addition, many made comments relating to the current parking arrangements being difficult for pedestrians to navigate safely, but that parking should be relocated somewhere more appropriate, rather than removed. *“On street parking is dangerous, the off street parking is essential and should be extended not removed.”* *“Its convenient to park so close to the shops but the social club& Methodist car parks could be used, it's no bother. Make the bays for blue badge only.”* *“The proposals would definitely enhance the look and feel but there needs to be more car parking as it is, not less; slightly out of town perhaps?”*

However, some positive comments were made, suggesting that people in the main should be able to access the shops and village centre on foot. *“Parking is less needed as most people shopping in village, live in and walk! 🇸 to trees again and wider paths! Get it done ! 😊”* *“Too much priority given to cars rather than pedestrians at the moment.”* *“Get rid of all cars parked on the road side to make it safe.”*

## How do you feel overall about proposed changes to Low Street (South?)



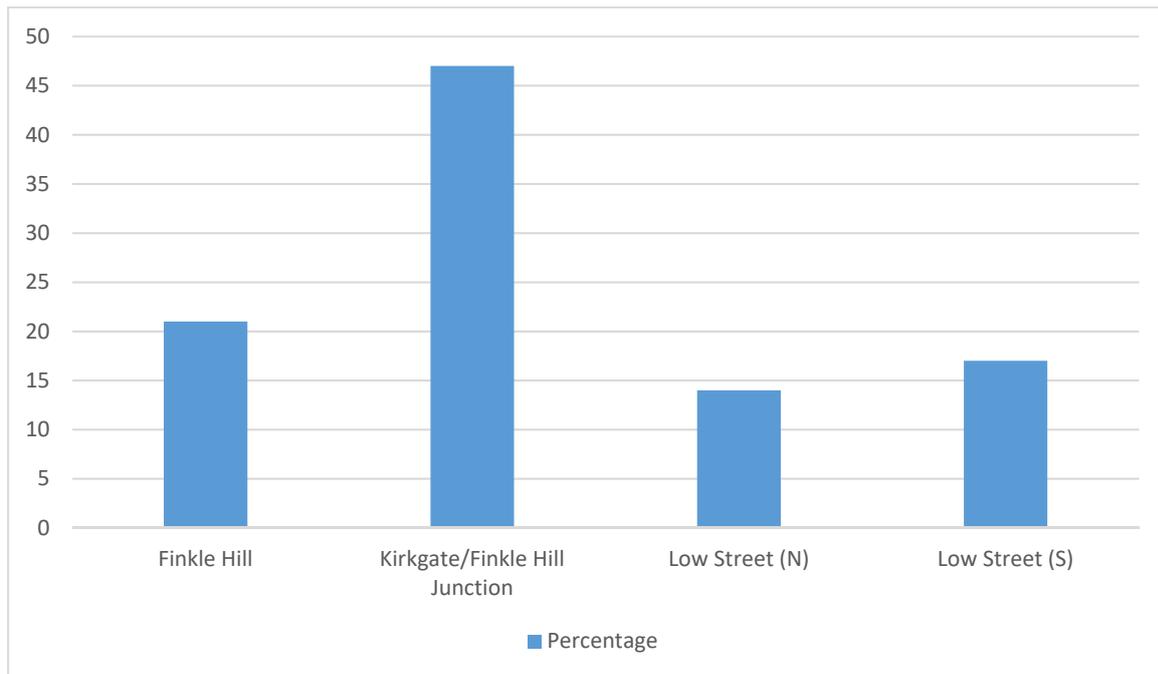
This suggestion received a more positive response than that for Low Street North, with 41% positive, 27% neutral, and 24% negative.

Comments were again dominated by parking related issues, similar in the main to those made about Low Street North, with people expressing varying views. Many people commented that they thought the area could be significantly improved by the proposals to slow traffic speeds and improve pedestrian facilities. *“The village is in much need of traffic calming measures, these plans are a very positive step forward.”* *“These proposals would definitely enhance and improve the look and feel of the town centre. Please can we have more litter/dog poo bins as well?”* *“Better for walking and generally calm down town traffic.”*

A number of comments were very supportive of the proposals and specifically suggested that parking should be taken out of the shopping area, to make the area more accessible for pedestrians and those with pushchairs or mobility impairments. *“Again do not add more on street parking. There is no space for this and it will cause congestion. People in this village walk to the shops not drive.”* *“Again looks very smart. Could the parking outside chippy be removed altogether to make a square?”* *“This is a bad junction and would benefit greatly from the raised area. This is the centre of the village and the proposals would also help businesses.”*

Many people again raised comments about changes to parking, and expressed fears about reductions in parking leading to congestion, or displaced parking on residential streets in the vicinity. *“More removal of parking, this area is again a high traffic area with a lot of people stopping for short visits to the shops. More parking is needed.”* *“Parking required for shoppers as if not available those who aren’t in walking distance will be forced go to large supermarkets not smaller traders.”* *“Start reducing parking here what stops them from parking down Wolsey Croft? Have a lot of on street parking down there as it is + pavement blocking.”*

Select your preferred area for improvement in Sherburn in Elmet.



NB: There was no option to provide further comments on this question.

### General comments received

In addition to those comments that have been categorised and noted above, and the graphical representation of the stated preferences questions, there were many other comments and suggestions received through the free text sections of the survey which were not specific to a particular option, or which were relevant to the study as a whole. The following section sets these out below.

### Approach to consultation.

Several people commented that they were unhappy at not being consulted on the proposals. This seemed to be due to a misapprehension that the options being consulted upon were actually already selected for delivery. This was not the case, but the repeated suggestion that was the case pointed to the explanatory text perhaps not being sufficiently clear in setting out the reason for the consultation and the status of the proposals. In addition to this, several people commented that they didn't like the style of the questions that were asked, or also found the 150 character limit on the free text comments somewhat limiting.

One of the key issue, relating to the consultation itself, which seemed to be a cause for concern for many people completing the survey, was that they did not wish to complete questions for either Selby, or conversely for Sherburn.

The online survey, and the paper version, were both set up so that those responding could choose which questions to respond to and leave blank those that were irrelevant. However, this may not have been sufficiently clear, as our analysis showed that many of those selecting 'don't know, or 'neutral' responses to the stated preference questions were so doing as a consequence of not having an interest in, or sufficient local knowledge of the area in question. This was also replicated in the comments sections with many people making comments such as "*only interested in Sherburn changes.*" "*Completing survey for Sherburn only*" and "*I want to put my views on Sherburn. Not Selby*".

Ultimately, it is likely that this skewed the result to some extent, with the high proportion of 'don't know or neutral responses being linked back to those people who were hoping to answer questions about the other area.

#### More general comments.

A number of comments set to the need to draw out the cycling proposals more effectively, as several suggested that it was not clear from the consultation materials what the suggestions for cycling infrastructure were, or what benefits they would bring to cyclists.

Many people commented that increasing trees and greenery in both towns would be beneficial, both in terms of improving the visual appeal of the area, and also the environmental benefits. However, several people also commented that trees should not take the place of parking, and that in the case of some existing trees in the town centre, noted that where trees are not 'maintained' tree roots may cause physical obstructions, and large tree canopies, or overhanging branches can obstruct drivers' sight lines.

Public transport did not feature heavily in comments received, but several responses suggested that public transport in the area did not meet local people's needs and in most cases did not offer a viable alternative to private vehicles.

Several people commented on the impact of the proposals on air quality, both in a negative and positive context. Many people could see the benefits of reducing areas of standing traffic, and the potential improvements in air quality that reduce vehicles would deliver. However, many people also commented that the introduction of one-way loop would increase their vehicle miles and therefore add to congestion and poor air quality.

Many people commented on the number of houses that had been built in recent times within the study area. In particular, many suggested that the increased housing numbers had not been supported by improved infrastructure, and that in the case of Sherburn In Elmet, any change or reduction to the existing parking stock would be even more detrimental due to the increased number of dwellings, and consequently vehicles, in the area. Also, several Sherburn responses noted the growing size of the Sherburn2 industrial estate and the increase in large vehicles and HGVs navigating the village centre.

#### Conclusion

In general, there were broad and varying levels of support for the options proposed, with support for the 'do nothing' option receiving the greatest support in the Selby highway proposals. As set out above, this can, to some degree, be linked to the significant numbers of people completing the survey who did not wish to answer questions related to Selby town centre. However, even taking into account those responses, the responses from Selby postcodes on the Selby movement (highway) options showed a preference for Option A the do minimum option (32%), followed by 'none of the above' (25%), then option C, the do maximum option (18%).

Comments analysed suggest that in the main, the benefits of the various packages did not, for most respondents, outweigh the disbenefits of the reallocation of road space. Analysis also showed that many responding did not feel that the improvements in infrastructure for active modes was sufficiently clear and therefore were not well understood.

With regards to the Selby place options, the proposals for Market Street/the Crescent were the most popular option, with many people commenting that making the area more pedestrian friendly would be appealing. Yet there were also a significant number of comments from people who did not support reduction in road space for vehicles, nor pedestrianisation, or one-way options. Many people cited concerns about journey times as a reason for not supporting one-way proposals, and it is clear through the comments that in many cases, these concerns outweighed support for the suggested place options.

## **APPENDIX 2**

Options for Sherburn in Elmet, whilst less extensive, still garnered high levels of interest and comment within the survey, accounting for over half of the overall responses. In particular as noted above, a large number of people were concerned about the impact of the proposals on parking in the village, and how changes might affect the use of the village shopping areas. In addition, the use of the cross roads at Finkle Hill/Kirkgate and Low Street also generated a number of points, ranging from support for improved pedestrian facilities, through to concerns relating to the manoeuvrability of large vehicles, and the impact of development in a village setting.

It is clear from the analysis undertaken, that at this stage no consensus has been reached on the approach for either Selby or Sherburn and that in order to better explain the options being proposed, further analysis of the existing position, and then the impact of the proposals on traffic volumes and behaviour is necessary. In many cases, those responding felt a degree of positivity about the proposals, but could not offer further support without understanding the impact on journey times, possible vehicle reassignment and also the benefits for active modes.

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Report on the findings of the Selby Places and Movement Study consultation, and request for member comments on recommended next steps.		
<b>Officer(s) carrying out screening</b>	Rebecca Gibson		
<b>What are you proposing to do?</b>	To report on the findings of the Selby Places and Movement Study consultation, and ask for comments on recommended next steps.		
<b>Why are you proposing this? What are the desired outcomes?</b>	To offer members the opportunity to comment on the findings of the study and the recommended next steps of scheme development.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No, the next phase of study is a continuation of scheme development work, which is funded through existing, approved budgets.		
<b>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?</b> As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	

**APPENDIX 3**

Carer (unpaid family or friend)		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	None		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	The work being proposed will have benefits for residents and visitors and there is no reason for the work programme to cause any negative impact on anybody from within the protected characteristic groups.		
<b>Signed (Assistant Director or equivalent)</b>	<i>Allan McVeigh</i>		
<b>Date</b>	01.09.21		



## Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	Report on the findings of the Selby Places and Movement Study consultation, and request for member comments on recommended next steps.
<b>Brief description of proposal</b>	Report on the findings of the Selby Places and Movement Study consultation, and ask for comments on recommended next steps.
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Rebecca Gibson</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	

<b>Date impact assessment started</b>	<b>01/09/21</b>
---------------------------------------	-----------------

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

No.

**What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?**

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

This proposal is funded through existing study budgets and therefore is cost neutral.

<p>How will this proposal impact on the environment?</p> <p><b>N.B.</b> There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		✓		<p><b>This proposal relates to a report outlining consultation results to members and outlining recommended next steps.</b></p>		
	Emissions from construction		✓		<p><b>As above.</b></p>		
	Emissions from running of buildings		✓		<p><b>As above.</b></p>		
	Other		✓		<p><b>As above.</b></p>		
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		✓		<p><b>As above.</b></p>			
<p>Reduce <b>water</b> consumption</p>		✓		<p><b>As above.</b></p>			

<p>How will this proposal impact on the environment?</p> <p><b>N.B.</b> There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>Changes over and above business as usual</li> <li>Evidence or measurement of effect</li> <li>Figures for CO<sub>2</sub>e</li> <li>Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		✓		<p><b>As above.</b></p>		
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		✓		<p><b>As above.</b></p>		
<p>Enhance <b>conservation</b> and wildlife</p>		✓		<p><b>As above.</b></p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		✓		<p><b>As above.</b></p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b> (Place a X in the box below where relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>						

**Are there any recognised good practice environmental standards in relation to this proposal?** If so, please detail how this proposal meets those standards.

**Summary** Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Rebecca Gibson</b>
<b>Job title</b>	<b>Senior Transport Planning Officer</b>
<b>Service area</b>	<b>H&amp;T</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	
<b>Completion date</b>	<b>01/09/21</b>

**Authorised by relevant Assistant Director (signature):**

**Date:**